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The China Mail

ESTABLISHED 1845

March 7, 1919, Temperature 67.

Rainfall 0.00 inch.

Humidity 98

March 7, 1918, Temperature 60.

No. 17,406.

號七月三年九十壹百九千零英

HONGKONG, FRIDAY, MARCH 7, 1919.

未己次歲年八民國中

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Steel Building Work of every Description,
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CHANDLER
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DONNELLY & WHYTE.
WINE MERCHANTS.

TEL. No. 436.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

THE INDUSTRIAL CONFERENCE.

HOPEFUL PLANS.

LONDON, March 4. The Press Bureau has issued the statement that a provisional joint committee of the National Industrial Conference has appointed three subcommittees: the first to make recommendations concerning the methods of negotiating between employers and Trade Unions, including the establishment of a permanent industrial council to advise the government on industrial and economic questions, also the methods of dealing with war advances and the methods of regulating wages by law or otherwise; the second, to make recommendations as to the desirability of legislation dealing with maximum working hours and maximum wages; the third to consider unemployment and make recommendations as to its prevention and the maintenance of unemployed where it cannot be prevented, both during the present emergency period and also on a permanent basis.

NEW COAL CONTROLLER.

LONDON, March 4. The Press Bureau has issued a report that Mr. Evan Jones M. P. has been appointed Coal Controller.

ITALY'S WAR LOSSES.

London, Feb. 28. A statement presented to the Reparation Commission shows that Italy's army war losses were 462,391 killed, and 953,886 wounded, of whom half were permanently disabled. The Italian navy lost 3,169 killed and 5,252 wounded. The total *hors de combat* was 4,385,487, including 2,400,000 sick. Italy's losses amounted at one point to two per cent. of the whole population of Italy and her colonies, and equalled France's percentage of losses. Italy lost 880,000 tons of merchant shipping, equalling 574 per cent. of her total tonnage.

GERMAN NAVY.

SIX REASONS FOR SINKING IT.

LONDON, Feb. 28. As regards the fate of the German warships, Reuter is officially informed, firstly, that their breaking up would take a triennium. The scrapping would only fetch £300,000. Secondly, that any Power taking them over would be faced with insuperable obstacles as regards spare parts. Thirdly, the ships are now obsolete. Fourthly, their use as merchant ships is impossible owing to the enormous coal consumption they would involve, and the difficulties of adapting their interior. Fifthly, the idea of sinking them for breakwater purposes has been proved impracticable by Scapa Flow experiments. Sixthly, if the ships are divided, some basis for division must be found. As to this, two alternatives are suggested, either to assign them according to war losses or on the basis of present naval strengths.

THE PROLETARIAT.

Mr. Ramsay Macdonald, speaking recently at Leicester, said that in order to defeat Labour, they had witnessed one of the most extraordinary combinations ever known in the political history of the country. Liberal associations had joined in holy matrimony with Tory associations. "Mr. Lloyd George," he continued, "who used to say the dukes were a great nuisance, now says he was always misunderstood. Liberals who until now have been denouncing Toryism on principle are now telling you it was all wrong, and having, as they say, been in coalition with Labour, they now want to change their bedfellows and to get into coalition with Toryism. I regard it as most unfortunate that at the present moment you should have profiteers, capitalists, and economic interests all joined in opposition to Labour. Our opponents think by their unnatural coalition they are going to defeat me. If they do they are not going to deprive me of my faith. Since I started my campaign the tide has been flowing far and fast, and it is still flowing. It will continue to flow, and the ignorant, once enlightened, will turn in wrath on those who have misled them. A political party that contains 2,500 of the biggest landlords cannot produce a satisfactory housing policy, and a party that voted against 30s. minimum wage cannot establish a good national system of wages boards. The economic movements of to-day are becoming so colossal and menacing that they are the biggest problems that face us. There is not one of the Coalition candidates who will be able to rise in the House of Commons and fight battles of Labour in the teeth of financial aggression which is going to be directed against Labour in the coming years."

"We have had a great fight, of which I shall always be proud, a fight against fearful odds. You talk about Belgium being invaded by Germans—that episode will live for ever in the history of the world, and this fight will live for ever in the history of politics. Labour has been invaded by combined militarist forces equal to those of the Germans. This is a fight of giants and not of pygmies. We have had two organizations, three newspapers, all the forces of opinion, money, and organization, all fighting against us and striving night and day to defeat Labour. The battle is raging all along the line, and the word I give you to-night is 'Forward.' To-morrow we will crumple them up. (Cheers.) Our enemies have used poison gas. They have used the maritime methods of 'U'-boats. Their weapons have been poisoned. We have had nothing of that. We have fought clean, and I appeal to you to register such a victory as will be hailed by Labour and democracy from the rising of the sun to its setting, when victory is declared."

SHIPBUILDING FIGURES.

Lloyd's Register gives the total of merchant ships under construction at the end of the last quarter of 1918 as 424 of a tonnage of 1,979,952 compared with 395 of a tonnage of 1,866,591 at the same time in 1917. Of these 335 of a tonnage of 1,593,283 were under inspection of Lloyd's surveyors. Of the total only eight were sailing ships of a tonnage of 2,750. There were four vessels of over 20,000 tons, between twelve and fifteen thousand, and four between ten and twelve thousand. The greatest number was 149 between five and six thousand. The business districts were Glasgow with 78 vessels and Newcastle with 71, but the latter showed a greater gross tonnage than Glasgow. Whilst 424 ships were building in the United Kingdom there were 1,765 building elsewhere, the total world tonnage under construction, leaving out enemy countries, being nearly seven millions. Of these America had 535 under construction, Holland 113, Norway 54, Denmark 45. Of the steel steamers building abroad 527 of two and a quarter million tons were intended for classification by Lloyd's.

FAR EASTERN CABLE NEWS.

[By COURTESY OF THE H.K. DAILY PRESS.]

SOUTHERN MILITARISTS AN OBSTACLE TO PEACE.

Peking, Feb. 5. A High Chinese official has given expression to optimistic views regarding the outcome of the Peace Conference. He attributes the delay in solving the military problem to the military element in the Southern party, which continues to evade the issue. Disbandment must be carried out comprehensively. The Conference must devise means to give effect to its decision in this respect. The President must not be blamed for not acceding to the Southern demands respecting the National Defence Army, while the Conference declines to take up the consideration of disbandment, though repeatedly urged to do so by Hsu Shih-chang.

THE GOVERNMENT AND CHINESE SOVIETS.

The Government is alarmed at the report from Petrograd regarding the formation of a Chinese Workers' organisation in Russia with the object of spreading revolution propaganda and establishing Soviets in China. The Government is making inquiries in order effectively to check such activities.

HONGKONG BANK MAKES BIG PURCHASE.

The Hongkong and Shanghai Banking Corporation recently purchased the property of Arnold, Karberg & Co., in the French Concession at Tientsin from the Liquidator of enemy property. The price paid was Taels 180,000.

TENNIS TOURNAMENT.

Yesterday afternoon there was a large crowd on the cricket ground to witness the matches played. Of these the most exciting was the one between N. E. Kent and A. B. Raworth in the Open Championship Singles of the Colony. There were three sets, all of which were won by Kent, though in the second set Raworth made a very hard fight for it and twenty games were played before a decision was reached.

Result: N. E. Kent beat A. B. Raworth 6-4, 11-9, 6-4.

MIXED HANDICAP DOUBLES.

Mrs Dreaper and C. Thorne (rec. 3 6) beat Miss E. Johnston and E. A. Macdonald, (rec. 15-3) 6-1, 6-4. Mrs Dreaper and C. Thorne had an easy win, and they were both playing up to their usual form.

Miss Hastings and G. A. Hastings (rec. 5 6) beat Mrs Holborn and Pay Lieut. Holborn (rec. 15-3) 6-4, 7-5. The last set ought to have been won by Mrs. Holborn and partner but they lost it by Lieut. Holborn's somewhat erratic serving.

CLUB HANDICAP DOUBLES.

H. A. Macauley and Capt. D. Wahl (rec. 15-1) beat J. H. Congdon and C. S. Johnston (rec. 15-3) 6-3, 6-2.

This afternoon the following matches will be played:

OPEN CHAMPIONSHIP DOUBLES.

F. A. Redmond and N. E. Kent meet Mrs. Bernard Brown and L. Forster (rec. 4 6).

CLUB MIXED DOUBLES.

Mrs. Black and A. Morse (rec. 3 6) meet Mrs. Bernard Brown and L. Forster (rec. 4 6).

CLUB HANDICAP SINGLES, CLASS "A."

S. E. Green (owes 3 6) meet Major Ardoino (recs. 2 5); A. H. Crook (rec. 4 6) meets M. R. de Journe (recs. 15-1); Lieut-Col. Crisp (recs. 2 6) meets Lieut. Comdr. Cockrem (recs. 15-1).

CLUB HANDICAP SINGLES, CLASS "B."

Lieut-Col. Coles (owes 3 6) meets C. B. Brown (recs. 15-3).

To-day's return of communicable disease has five cases of cerebrospinal fever, three of which were fatal.

Four months' hard labour, four hours' in stocks, and 12 strokes of the birch, was the sentence which a thief who snatched a pair of jade-stone bangles from a woman in Queen's Road, West, received from Mr. J. R. Wood this morning.

A Japanese shopkeeper, at 161, Praya East, was this morning summoned before Mr. R. E. Lindell at the Magistracy for keeping 12 tins of kerosine oil and two tins of gasoline without the permission of the C.S.P. A charge of keeping the tins improperly stored was also brought against him, it being stated that he kept the oil among a quantity of combustible goods, and thus brought on the danger of an explosion. A fine of \$50 was imposed, the oil being confiscated.

CRICKET.

Craigengower v. UNIVERSITY.

This league match on the University ground at 2 p.m. is the only week-end fixture and should turn out to be a good contest. As usual, Craigengower, who are strong at fielding and weak in the batting department, should be able to snatch a win in the eleventh hour if they can manage to dispose of their opponents for a low score.

The following are the selected teams:

Craigengower—R. Basa (Captain), F. Thompson, W. Hall, L. Lammett, A. Arculli, D. Rumjahn, G. Manley, U. Omar, M. Abbas, S. Jen and A. Goldenberg.

University—A. H. Rumjahn, W. Gittins, M. P. Choi, R. A. Ponsonby, Fane, G. E. Marley, Chua, Sin Kah, Cheah Toon Lok, Lim Keng Sim, J. D. Wright, D. K. Samy, R. A. Basto.

A LIFE SAVER.

It is safe to say that Chamberlain's Colic, and Diarrhœa Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and druggists.

BUB IT IN.

A good many people think rheumatism cannot be cured without taking various medicines. Chamberlain's Pain Balm massaged thoroughly into the skin has cured far more rheumatism than any internal remedy in existence and gives relief quicker. For sale by all Chemists and druggists.

BUSINESS NOTICES

J. T. SHAW.

TAILOR, HABITMAKER

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HONGKONG.

Have you seen the Wonderful
"DAVON"
SUPER TELESCOPES

Made in England, length only 13 inches, magnifies 36 diameters and gives wide objective, will focus sharply on objects a few feet or many miles away.

USED BY BRITISH OFFICERS AT THE FRONT.

Price, complete with two extra lenses, rubber eye piece, tripod, leather carrying case, etc., etc., etc., \$75.00.

WE HAVE THEM READY FOR DEMONSTRATION.

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MACHINERY DEPARTMENT.

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Telephone 3487.

FORTIFY YOURSELF
by taking
FLETCHER'S COMPOUND GLYCEROPHOSPHATES.

FRIDAY, MARCH 7, 1919.

NOTICES

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WATCHMAKERS & JEWELLERS.

Gold Mosaic.

Agents for:—ADmiralty CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES,
VERMICELLI,
AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

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81, Des Voeux Road, Central. Tel. No. 3493.

Opposite Central Market. Pleasure trips.
The latest model, "Chandler," "Hudson" "Oakland" cars for hire.
Theatre parties. Shopping, etc. at moderate charges.

Our cars are fully driven by experienced drivers, so that all clients can be sure of every comfort and reliability.
Large stocks of spare parts and children's "Skidders" on sale.
Motor cars, launches and cycles, repairing done daily.
Call and inspect.

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AND
GRILL ROOMJ. H. TAGGART
MANAGER

THE PEAK HOTEL.

1,500 Feet above Sea Level
15 Minutes from Landing Stage.
Under the Management of
Mrs. BLAIR.

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CENTRAL LOCATION
ALL ELECTRIC TRAMS Pass Entrance. Electric Lites, Fans and Lighting
A European Baths and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA".
J. WITCHELL, Manager.

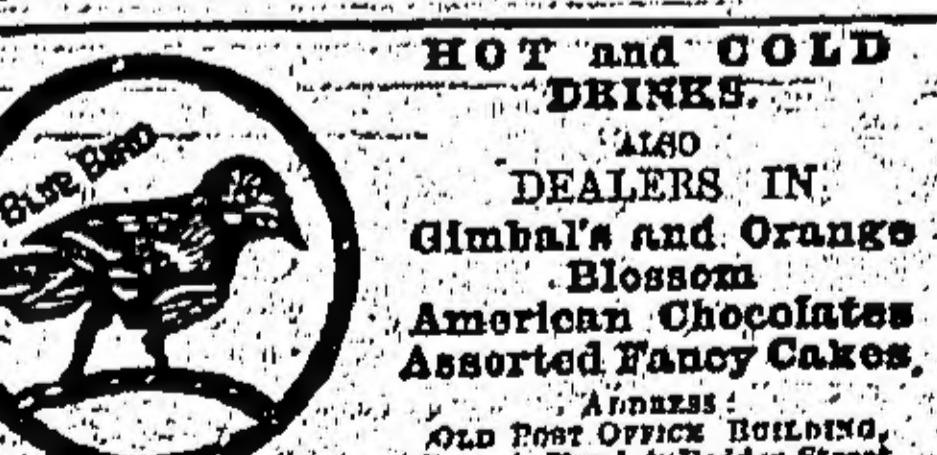
PALACE HOTEL

KOWLOON.
(Two minutes from Star Ferry.)
Recently renovated and refurnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add. "PALACE".
J. H. OXEBERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY)
ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 42 Bedrooms. Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietor. Launches meet Passenger Boats.
Telegraphic Address: "CARLTON". MRS. F. E. CAMERON.

BLUE BIRD
CONFECTIONERS
& CATERERS
ICE CREAM PARLOURTANG YUK DENTAL
Successor to
the late SING TING,
14, DAUGUAN Street.

TERMS VERY MODERATE

Consultation free.

FRENCH LESSONS

G. MOUSSION

19, Morrison Hill Road.

G. P. LAMMERT.

AUCTIONEER APPRAISER
C. & LAND SURVEYOR

Public Auctions

THE Undersigned has received instructions left by Public Auction

on WEDNESDAY, March 12, 1919,

commencing at 12 o'clock (noon)

at his Sales Rooms, Dundall Street,

One Crow - Elkhorn Roadster

4 passenger Motor Car

"Just Unpicked."

N.R.—The above car can be inspected

by appointment and will then be sold

as owner is shortly leaving the colony.

Terms: Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, March 5, 1919.

FOR SALE.

Two Cycle 14 H.P. Fay & Bowen
Kerosene Engine, Marine Type, with
reversing gear, shafting and propeller.
Apply GEO. P. LAMMERT.

NOTICES.

ST. PETER'S CHURCH:
WEST POINT, HONGKONG.DURING the REPAIRS to the above
CHURCH, and until further
notice, the services on SUN-
DAYS will be held as follows:8 A.M. Holy Communion at St.
Stephen's Church.11 A.M. Morning Prayer and Sermon
of the Diocesan Boys' School.
Hongkong, March 6, 1919.TO THE JUSTICES OF THE
PEACE, OF THE COLONY
OF HONGKONG.

GENTLEMEN,

It is my intention to stand for the
vacancy on the Legislative Council
to represent you during the time that
The Hon. Mr. Pollock, K.C., holds
the position of Acting Attorney-
General.My nomination has been proposed
by Mr. A. O. Lang, and seconded by
Mr. G. C. Moon.It is only six months ago that I ad-
dressed you with regard to my candi-
dature; for the same seat and I can
only repeat that if I have the honour
to be "elected" I shall direct my
energies to the solution of the Housing
Problem, the further deve-
lopment of the Colony by means of new
roads, opening up new areas easily
accessible for all kinds of traffic and
the resumption of old and insipidary
houses in the densely populated parts
of the City—on all of which matters
I think I may claim special qualifi-
cations.I have the honour to bevel of
Gentlemen, your obedient servant,
H. V. BIRD.

Hongkong, 2nd March, 1919.

NOTICE.

THE Public are earnestly requested
to co-operate with the Police in
the enforcement of these regulations:

1. Keep to the Left.

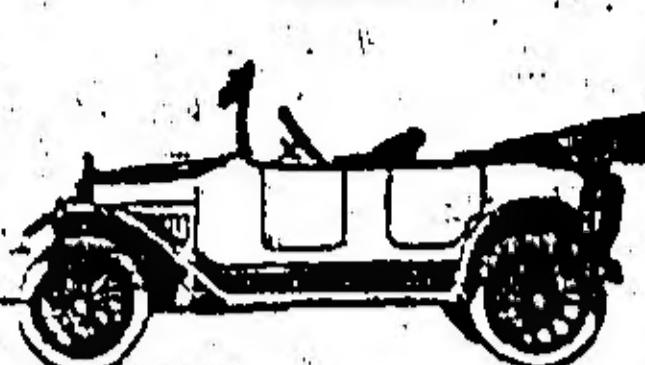
2. Foot passengers must keep to
the Pavement, where such exists.3. Slow moving traffic and vehicles
bearing loads must keep near the
kerb on the left hand side of the
road.4. Fast traffic must keep in the centre
of the road on its own side e.g.
motor cars and rickshaws.5. On roads not used for wheeled
traffic foot passengers must keep to
the left of the road.6. Overtaking vehicles must pass the
vehicle overtaken on the right,
except where the overtaken vehicle
is a tramcar. Let the overtaking
vehicle into the pass
in the tramcar, either side providing
he has a clear view ahead.These rules should be strictly
adhered to, to prevent obstruction
and congestion of traffic.By Order of the
CAPTAIN-SUPERINTENDENT OF POLICE

January 26, 1919.

Hongkong, 2nd March, 1919.

INTIMASTION

METEOR GARAGE

Sole distributors of
MAXWELL CARS.Automobiles for Hire
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at reasonable Prices.

Phone 2500.

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DAIRY FARM NEWS.

BUTCHERS MEATS:
Beef, Mutton, Lamb,
Rabbits, Hares.

Sausages,

Brawn,

Pressed Beef

Purity.

Excellence.

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and unused

POSTAGE STAMPS

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and
on approval Books.

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GRAUA & CO.,

Dealers in
Postage Stamps, Post Cards, Seeds,
Toys, &c. &c.No. 10, Wyndham Street,
P.O. Box 620. Hongkong

JAPANESE MAKERS.

Every kind of Footwear

MADE
TO
ORDER

CHERRY & CO.

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Opposite Hongkong Hotel.
Telephone No. 491. Hongkong, March 20, 1919.

NOTICE

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Programmes, Menus, etc. etc.

Artistically Arranged, and

Carefully Printed.

Good Books and prompt delivery

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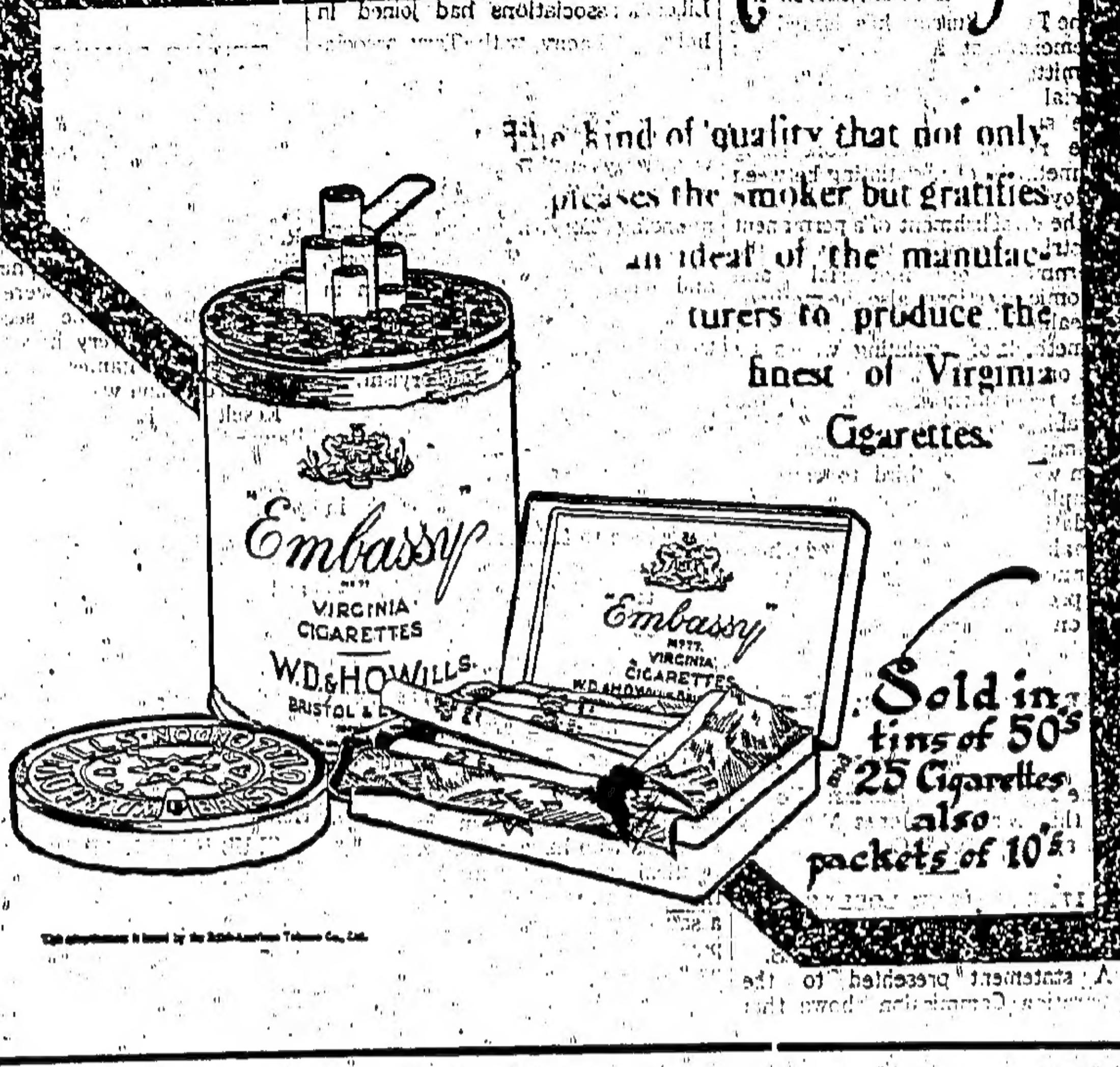
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Carefully Printed.

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"Embossed"
Virginia
Cigarettes
Finest
Quality



JAPAN-AMERICAN AGREEMENT.

DUKE RAISES \$100,000.

By means of personal letters sent
to persons overseas, the Duke of
Connaught has raised \$100,000. for
King George's Fund for Sailors.

NEWSPAPER OFFICE RAIDED.

Police and soldiers raided the
"Bullion Herald" works and disrupted
the printing machinery, as the result
of a Siang Fen leather issued for use
in the East Mayo election.

MARKET FOR OLD STAMPS.

How a marks in old insurance
stamps is made was described at
Old-street Police-court. Philip Abram-
ham, manager of a Finsbury tailoring
firm, was summoned for fraudulently
fixing on cards insurance stamps that had been removed from
filled-up cards.Mr. Comyns Carr said the National
Health Insurance Commissioners re-
garded this case as very serious,
because the practice of transferring
old stamps to new cards was very
extensive in the East-end.An official of the Insurance Com-
mission said he found that stamp-
tron cards for the first part of 1917
had been used in certain spaces on
cards for 1918.Mr. Margaret (defending) said that
was how a marks in old stamps was made.Some persons bought the
unreturned cards and sold them to
persons who were unscrupulous
enough to use the stamps over again.The magistrate sent Abramham for
trial and allowed bail.

CONSCRIPTION.

During the recent election Mr.
Lloyd George, played fast and loose
with the question of conscription. He
first issued a statement through
the "whips" office that the Govern-
ment intended to propose the aboli-
tion of compulsory service on the
Continent. The "Morning Post" jib-
bed with violence at the suggestion,
and the "Georgian Daily Chronicle"
and export firms realise that a sound
knowledge of German will be of great
use in the coming days. I know of
one school where the teaching of
German was stopped at the begin-
ning of the war. I have just heard
that it is to be resumed, and a re-
quest has come for the best German
text-books.I believe that our troops in Ger-
many are not allowed to mix with
the civilian population, but I have
been asked to send out text-books
to soldiers there—especially to offi-
cers, who must of course, have some
dealings with the German people.At a scholastic agency the "Daily
Chronicle" representative was told
that English teachers with a fluent
knowledge of German will soon be
wanted everywhere; for the day of
armistice is to be resumed.

I will undoubtedly do so.

THE ALL-RED-TAPE ROUTE.

A well-known firm of wholesale
provision merchants in the City had
been trying to get one of their lead-
ing salesmen out of the Army. The
man had been wounded and was in a
convalescent camp. This is the
manager's story of what happened:(1) We first applied to the War
Office, who(2) Referred us to the Ministry of
Food.(3) Referred us to the Ministry of
National Service in New-
ington Causeway, who(4) Sent us to the Hotel Windsor,
the headquarters of



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Telegraphic Address
"HUGHES", HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction.
(For Account of the Concerned).

SATURDAY
March 8, 1919, at 12 o'clock Noon,
at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, Nine Fox Terrier Puppies (from three distinct litters); Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 27, 1919.

(For Account of the Concerned), on

SATURDAY,
March 8, 1919, at 12 noon,
at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

One Wolf J.A.P.
4 P. single cylinder Motor
Cycle with side car and accessories in good running order.
On view now.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 26, 1919.

on

MONDAY,
March 10, 1919, at 2.30 p.m., at No. 1, Basilea Lyttleton Road, West Point, Hongkong.

THE HOUSEHOLD FURNITURE,
etc., etc., etc.,
therein contained.
(Full Particulars from Catalogue). On view day of sale.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 3, 1919.

(For Account of the Concerned), on

TUESDAY,
March 11, 1919, at 12 o'clock noon,
at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

100 CASES
"ROBIN'S BRANDY"
damaged by fire and water.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 3, 1919.

(For Account of the Concerned), on

TUESDAY,
March 11, 1919, at 12 o'clock noon,
at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND BRASS-
MOUNTED DOUBLE AND TWIN
BEDSTEADS, CURTAINS, CARPETS
etc., etc.,
Comprising—

Chesterfield Sofas and Arm-chairs (new), Folding Chair and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, etc., (mixed Teakwood), Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, etc., Dinner Services, Crockery, and good Glass Ware, Cooking Stoves, Cutlery, and Bath Room Utensils, Electro-Plated Ware.

Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, including 1 large Blackwood Screen Blue and white Panels, and Blackwood Fire Screen, Side Tables, Chairs, Cabinets, Pictures, and Oil Paintings, Several Carpets new and second-hand.

Also
Treadle Sewing Machine (nearly new), by Willcox & Gibbs with all accessories, 1 Piano in good condition, one large Ice Chest suitable for Hotel, Full Size Croquet Set, One pair Binoculars.

And
1 Half-plate Camera by Thornton Pickard with Spare Lenses, &c.
(Full Particulars from Catalogue).

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 3, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from F. C. Jasmin, Esq., c.o., to sell by Public Auction, (For Account of the Concerned),

ON

TUESDAY,

March 11, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A QUANTITY OF

USEFUL HOUSEHOLD LINENS, DRAWN WORK, & EMBROIDERIES, Comprising—

HOUSEHOLD LINENS—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.

DRAWNWORK—Bedspreads, Pillow Cases, Tray Cloth &c., &c.

EMBROIDERIES—Bedspreads, Table Covers, Tea Cloth Runners 18 by 54 in.

Also

A few lots of Attache Cases and Bellow Valises.
(All new goods and small lots to suit purchasers).

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, March 3, 1919.

PUBLIC AUCTION.

THE Undersigned have received instructions from F. C. Jasmin, Esq., c.o., to sell by Public Auction,

ON

WEDNESDAY AND THURSDAY, March 19 and 20, 1919, commencing each day at 5 p.m.

at their Sales Rooms No. 8,

Des Voeux Road, Corner of

Ice House Street.

A QUANTITY OF

USEFUL HOUSEHOLD LINENS, DRAWN WORK, & EMBROIDERIES, Comprising—

HOUSEHOLD LINENS—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.

DRAWNWORK—Bedspreads, Pillow Cases, Tray Cloth &c., &c.

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Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, March 3, 1919.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.

Every additional 5 words 4 Cents.

TO LET.

TO "LET.—1 Chatham Road, ROOM HOUSE, Apply No. 3, Chatham Road, Kowloon.

TO LET.

TO LET.—3 ROOMS on the Ground Floor of Hongkong Club Annex. Apply to The Secretary.

TO LET.

TO LET from 16th April, 1919, 1st Floor, No. 38 Nathan Road, Kowloon, (Dairy Farm Co.'s premises). Apply to Secretary, The Dairy Farm, Ice & Cold Storage Co., Ltd.

TO LET.

119 The Peak, Ardashan, HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO LET

A SHOP in Nathan Road, Kowloon. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, Jan. 22, 1919.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Steamer "TYNDALENS."

From NEW YORK via PANAMA.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk.

The Cargo will be ready for delivery from Godown on and after March 5.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after March 11, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before March 24, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 3, 1919.

DANIEL STEWART'S COLLEGE EDINBURGH

WAR MEMORIAL FUND.

THE THIRTY-THIRD ANNUAL MEETING OF THE MEMBERS of the Hongkong Club, will be held in the CLUB HOUSE on FRIDAY, March 14, 1919, at 5.30 P.M.

By Order,
E. DES VŒUX,
Secretary.

Hongkong, March 3, 1919.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

FORMER Pupils and others interested may obtain full information from the Headmaster, or from the Undersigned, to whom subscriptions should now be sent together with the names and present address of other former pupils.

JAS. LAING, S.S.C., Hon. Secy. and Treasurer.
42 York Place, Edinburgh, Scotland, December, 1918.

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Liver Complaints.

Thousands have been a benefit to those who have suffered from the effects of Liver Complaints.

Those who have been recommended to take this Remedy have been greatly relieved.

It is the best Remedy in the World.

MARTIN'S APIOL & STEEL PILLS

For Liver Complaints.

For Skin Diseases.

Watson's
E
THE PREMIER SCOTCH OF
THE FAR EAST
FOR 25 YEARS.
POPULARITY MAINTAINED BY ITS EXCELLENT
QUALITY, NOT BY EXPENSIVE WORLD-WIDE
ADVERTISING.

A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.



SPECIAL SHOW

THIS WEEK

ELEGANT EVENING
GOWNS.

The "China Mail" is now on sale at, and will be delivered by, Messrs. W. G. Humphreys and Co. Shameem, Canton, who have been appointed our agents.

BIRTHS.

BRUNETTA.—On February 27, at Shanghai, to Mr. and Mrs. D. C. Brunetta, a daughter, Goodwin.

JUNT.—On February 27, at Shanghai, to Carol and Olga Lunt, a son.

DEATHS.

DUTTON.—On the 6th inst., Sydney Margaret (Peggy) Dutton, aged 18 months, beloved daughter of Margaret McGregor and S. H. Dutton.

ANDERSON.—On February 21, Arthur Anderson, late Chief Officer str. Kuanping, buried at sea, near Colombo.

The China Mail.
"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, FRIDAY, March 7, 1919.

THE CENSORATE.

They say it is foolish to beg a dead horse. This is a kick at dying one. The Censorate, which is more of an ass or a mule than a horse, is on its last legs. Good ride! A mule in our disposition, we would rather not talk about it, because the mere thought of the outrages of which this "necessary evil" has been guilty fills us with a desire to utter large and explosive noises, expressive of our contempt and loathing.

Everyone (not, only in Hongkong) it was the same. Everywhere its conduct was a mixture of ignorance, crass stupidity, bumbling, red tape, and arrogance which proves our hypothesis, previously postulated, that the mentality of the Services is not suited to such positions of authority. Indeed, so well is it recognized that militarism in power over the public is a case of a "beggar on horseback," that the Constitution itself has special safeguards against it. During the panic caused

by the great war, these, with other precious birthrights, were jettisoned.

To give evidence of Consonto's stipulations were easy. There is a tremendous wealth of material.

More in scorn than anger the Press can printing examples all along.

They made the people laugh. The people, not realizing that it was anything more than a quarrel between Press and Consonto, not realizing, that is to say, that it was a direct affront to themselves when the Consonto overrid the high-handed business, laughed. So might an infant laugh standing in the trail of a venomous snake. No did the people of Pompeii make merry before the peril that they knew about ignored.

Sometimes, of course, it would have been hard not to laugh, as when the British Consulate forbids the publication of details of a new comet that was noticed passing through the belt of Orion, a fact which is vouchsafed for by the Director of the Copenhagen Observatory!

In Hongkong we had to complain of a most pernicious practice of procedure. Shanghai papers were coming to the Colony, containing news that we were forbidden to print. The public, naturally, blamed the newspapers. If Shanghai papers can get this news, why can't you? That was a common reproof to Hongkong newspapers. But if that had been all, there were four news papers in Hongkong whose editors (purely because there were no constant and intelligible instructions as to Consonto requirements) took various views of their duty. Thus one paper would loyally submit to the Consonto an item which would be severely rebuked, while another would print the very same item, without any action being taken. This happened more than once. One would have thought that at least an angry department would have noticed this, and if it did not think it fit to do so, it should at least have acknowledged the scrupulous loyalty of the editor who did his best to meet it. On the contrary, this one was harassed by all sorts of querulous complaints and warnings, and advised.

The object of the Consonto was to prevent the publication of news likely to be of use to the enemy. So they said. So we were told. If the Consonto everywhere had acted on that, it had been the one test of suitability for publication, there would still possibly have been diff-

erences of opinion; but a great deal of unnecessary monkeying would have been avoided. What happened all over the place, however, was that individual censors conceived they had the right to veto writings which did not appeal to their personal taste or suit their own private vanity or convenience. They took it upon themselves to decide what was good for the public, quite apart from all consideration of the military object of their job. They did just as they liked, and there was no appeal. If it were not fair to admit that about once in ten times they did prevent a mischievous publication, we would be inclined to prepare this epithet for them: *Gratis auditas, multa agendo nihil agunt.* When the Censore is finally and irreversibly dead, however, we shall have calmed down. We shall be content with "Good Guidance, R.I.P."

"This is the voice of the Censor—I heard him complain 'Fido! disfido!' They're at it again! Here's a Latin quotation—Sosia in I. pleon.—With a marked exclamation—Now what can it mean?"

"That it means something ill. Is most painfully clear. It doesn't fit in. For that's just why I'm here. That's the reason I'm sitting Six hours a day. Verbal hairs sweetly splitting—On excellent pay."

"There's no word that you write Which I can't read today. I can spot it at a sight. With my bushy eye: I've the keenest of sense. And my mind can smell What you mean when you mount Simplicio nothing at all."

LOCAL AND GENERAL.

To-day's dollar stands where it did, at 3s. 1 3-16d on demand.

A mosquito was heard in Hongkong early this morning. What are the Police doing?

The friends of Mr. and Mrs. S. H. Dutton are condoling with them on the death of their dear little baby daughter, "Peggy."

The *Emperor of Japan* is advertised to sail from Hongkong on the 19th inst. and is due to arrive at Vancouver on 9th April.

People on boarding-house verandas really must not throw banana skins down on the street. They may not stay, but they annoy.

The Japanese papers in Kobe report that local Germans are meeting from time to time and conferring on "means to revive commercial competition after the conclusion of peace."

Shanghai is boasting about the care its police exercise in examining candidates for chauffeurs' licences. The details given indicate some thoroughness, but why not employ an "alienist" to see that they haven't homicidal mania?

Owing to repairs being made to St. Peter's Church, West Point arrangements have been made whereby the following service will be held on Sundays until further notice—Holy Communion at 8 o'clock a.m. at St. Stephen's Church and Morning Prayer and Sermon at the Diocesan Boys' School at 11 a.m.

A Chinese coolie employed at the Taikoo Docks stole several pieces of iron which he concealed underneath his trousers. On going out of the gate of the yard one of them dropped out and gave him away. One month and four hours' stocks was the sentence he received from the Magistrate this morning.

Miss Louisa Myer, living at No. 3, Wing Hing Street, Bay View, when summoned before Mr. J. R. Wood this morning for not taking out a licence for a dog, informed his Worship that the dog, which belonged to her mother, came over from Macao. It would be taken back there when her mother returned to Macao. Having regard to her statement, Mr. Wood withdrew the summons.

In this week's Shanghai *Municipal Gazette* is published the Council's acceptance of the offer of Mr. Edward L. Ezra, chairman of the Chinese Educational Committee, to provide scholarships at the Hongkong University for two pupils from the Public School for Chinese and one from the Ellis Kadourie Public School for Chinese. Mr. Ezra has offered to pay the pupils' passage to and from Hongkong, all fees and board and lodging for a period of four years.

DESPONDENCY DUE TO CONSTIPATION.

WOMEN often become nervous and dependent when this is due to constipation. It is easily corrected by taking an occasional dose of Chamberlain's Tablets. These tablets are easy to take and present in effect. For sale by all Chemists and Storeskeepers.

THE WUCHOW INCIDENT.

AN OFFICIAL REPORT.

The "China Mail" has pleasure in publishing the following report from the Consul-General at Canton—

Misleading accounts of what took place in connection with the outrages on Chinese soldiers on the Acting British Consul and the Consular Constable at Wuchow, and inaccurate statements as to the return made and the mode of settlement effected, having appeared at intervals in the foreign Press, it is considered desirable that the actual facts be placed officially on record.

Towards evening on February 20, 1919, whilst the Consular gig evades

ROYAL HONGKONG YACHT CLUB.

FOOTBALL.

The following of the series of the Club Championship events of the season were sailed off on Saturday last.

HANDICAP CLASS.

Event No. 7 Course—Mark Boat in Quarry Bay (P), Cast Rock (S), Channel Rocks (S), Lyemun Beacon (S). Distance=9 Miles.

| Yacht. | Handicap on Course | Finishing Time. | Corrected Time. |
|-----------|--------------------|-----------------|-----------------|
| Dione | 2.15 | 4:13.32 | 4:15.57 |
| Rolla | 1.30 | 4:16.04 | 4:17.34 |
| Jessica | 1.30 | D.N.S. | |
| Diana | 6.45 | D.N.S. | |
| Colleen | 6.45 | D.N.S. | |
| Dorothaea | 6.00 | D.N.S. | |

Position Points for race to date

(1) Dione 7 43

(2) Rolla 5 35

Diana 20

Dorothaea 19

Jessica 11

Colleen 11

Position Points for race to date

(1) Dione 5 43

(2) Rolla 5 35

Diana 20

Dorothaea 19

Jessica 11

Colleen 11

Position Points for race to date

(1) Dione 5 43

(2) Rolla 5 35

Diana 20

Dorothaea 19

Jessica 11

Colleen 11

Position Points for race to date

(1) Dione 6 31

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Dorothaea 11

Jessica 11

THE HOUSING QUESTION.

[CONTRIBUTED.]

The housing problem promises to become more acute in the near future. During recent months purchases of property by Japanese and Chinese have been recorded. Fortunately instances of negotiations failing through have reached us, in one case at least through the publicity given in the Press to an intended purchase.

There are at the moment further purchases in the air and as they include some places used as boarding houses, such will aggravate the existing shortage. The purchase of Beaconsfield Arcades will also throw a number of families on the house-searching market.

Candidates for the Legislative Council readily promise to give the housing problem foremost consideration. Such consideration might also be given more prominence by the existing unofficial members. In any case there seems little probability of anything tangible being effected for a couple of years if matters take the usual course. Long before that period expires the situation will be very serious.

In pre-war days the Military Authorities occupied a number of houses in Kowloon for officers' and soldiers' families. From careful enquiries made on the Peninsula, we estimate the number at 40. This is a conservative estimate. It is said to be nearer 50. With the garrison changing, the new arrivals came without families and the Military Authorities released these houses which were then snapped up by civilians.

Further there are now few officers, either Naval or Military, living in private residences. There were many before the war.

At the moment the situation in respect of the Military occupying civilian residences is exactly reversed. There are about 40 civilian families occupying military quarters!

Reuter's telegrams recently told us that arrangements were being made to send soldiers' wives to join their husbands in the Colonies. From enquiries we hear that some may be expected shortly here. When the normal state of the garrison resumes it is expected that the proportion of married soldiers will be greater than pre-war days, as there is no restriction upon married men joining the Armies of Occupation and all war separation allowances will be continued. Improved pay also makes the Army more attractive. The state of the old country and the long separation most of the men have already endured is unlikely to induce them to leave their families at home.

Even if the same number of married soldiers come as were here before the war it will mean about 80 residences taken from civilians. To that hue to add the number of houses for Naval and Military officers which will be considerable as it is well known that many officers are married nowadays. Taking the numbers of officers we hear whispered to be in the post-war garrison, at least a similar number must be added to that just mentioned.

We think we have made it abundantly clear that there is every probability of at least 150 residences being searched for in the not distant future. It can readily be imagined what a serious matter it would be if the situation arose at the moment. Wherever could 150 families find a roof now, or next month?

Is the Government doing all it can in the matter? Is it doing anything? We hear precious little from the Unofficial Members about it.

Mr. Alves' scheme, praiseworthy as it may be, is of little practical use. The houses he offers for purchase by gradual payments are already occupied and therefore do not make additional housing accommodation.

The big land and building companies enjoy many privileges but they seem to prefer to erect tremendous edifices. If some of the land at present in possession of the Military Authorities in the vicinity of the City were handed over to them, imposing offices, etc., would be run up, and not rows and rows of European houses or flats which are more urgently needed by Europeans. There seems a conspiracy to push the people of moderate means right away from the City so that travelling expenses must be incurred, which added to rent makes it just as expensive, or more so, than living close to town.

What is wanted to relieve the situation is for the Military Authorities to build more quarters so that no houses are wanted from the civilian population for officers or the overflow of military families. The Admiralty should build quarters for all their European Dockyard employees. The local Government should make it worth somebody's while to build a number of terraces where Europeans can get somewhere to live in decent surroundings at such a rent as can be afforded by the many men receiving a salary of \$300 a month, or less. There appears to be plenty of room for such a project in the vicinity of Kennedy Road.

There is no doubt that the Government should seriously consider this question without any delay. A ample opportunity here exists for the men-

SHANGHAI CONFERENCE.

THE HITCH.

The China Mail correspondent at Shanghai wired that the Chinese Peace Conference had resumed, and spoke of better hopes of it. There had been a hitch, owing to Tang Shao-yi's refusal to discuss anything but the fighting in Shensi, which was a branch of the armistice. The fifth session was held on Feb. 20, and Tang Shao-yi blamed the Tschun Cheh for the Shensi fighting, and demanded his removal. Peking had not replied next day. The Southern party is dead against the Tschun and militarism, or principle. The China Mail considers they are in the right, and that the military party at Peking have succeeded in making the President a mere figurehead, and Parliament a farce. If the following telegram quoted from *L'Echo de Chine*, February 18, is authentic, this is clear enough. The quotation is as follows: "Encouraged by Little Hsu, the Tschun of Shensi, Chen Shu-fan, has sent a telegram to the Government stating in substance my troops and those of the other generals continue their victorious advance. Soon Shensi will be completely in our hands."

YANGTZE SHIPPING.

In an editorial discussing the decrease in ocean-going shipping at Yangtze ports, *Shipping and Engineering* says:

As regards the nationality of the vessels, as was to be expected, the flag of Britain has lost a little year by year while that of Japan has increased, but the change has not been of a disquieting degree since the calls of the world upon British tonnage are considered.

At Hankow, for instance, the proportion of the whole under the British flag in 1914 was 39.5 per cent.; in 1917 it was 34.2 per cent. and in 1918 it was 30.6. The proportion of Japanese tonnage in the same periods was 20.3 per cent., 30.8 per cent. and 32.5 per cent. The same applies to the other ports with the exception of Nanking where, although the British loss was greater, the Japanese gain was about the same. The proportion of British tonnage here in 1914 was 66.2 per cent. whereas in 1917 it was 45.7 and in 1918 46.7 per cent. The Japanese tonnage in the same periods was 32.0 per cent., 28.1 per cent. and 30.2 per cent. What Britain has lost, therefore, has been fairly distributed among other flags and has not fallen as a prize to the shipping of any one nation.

THEATRE JOKES.

Even for their farewell performance last night the "Vanity Fair" company had a very poor audience. There were two opposition shows, of course, which partly explains it; but it looks as if they had outstayed their welcome. Leslie Holmes, the comic man, was off sick. The others worked hard. Here is a sample of their humour:

George: "Which is the most popular name in the English language?"
Sydney: "Vanity Fair."
George: "That's more than a name. Try again."

Sydney: "Give up, old man."
George: "Why, Lewis."
Sydney: "How do you make that out?"

George: "Why, 'E' stands for England, 'W' for Wales, 'I' for Ireland and 'S' for Scotland."
Sydney: "That's all very well, but what about the 'ell'?"
George: "That's for the Kaiser!"

NOT PROVEN.

SEQUEL TO A STERN CHASE.

Readers of the *China Mail* cannot have forgotten the vivid story printed last week, of how our Marine Police clashed the launch *Yew Fat*, and found in her wake or near it a large quantity of opium floating in the sea. There were 235 lbs. of the stuff, picked up in the channel between Lantau and Pi Ting. It was in air-tight tins, cunningly buoyed and moored. Unfortunately for the smugglers, the water was only six fathoms deep there, and the moorings seven long, so that the tins showed.

The Police not being able to swear that the *Yew Fat* dumped the stuff, Mr. Wood had to discharge the dozen tins charged yesterday.

Men of the Legislative Council who represent the Judges of the Peace and the Chamber of Commerce, to raise a voice for the Britishers most concerned. These have no representative, no voice and no vote. They are discriminated at Home and here in this British Colony, although they pay the Imperial income tax and local taxes.

SCOTTISH LETTER.

SCOTLAND PLUMPS FOR THE COALITION.

(From Our Own Correspondent.)

EDINBURGH, Dec. 30.

Scotland stands almost solidly behind the Coalition Government, who have obtained 80 supporters; with 14 either against or undecided. This is a great turn-over, from last Parliament when there were 54 Liberals, 15 Unionists, and 9 Labourites. In the new Parliament there will be 82 Coalition Unionists, 27 Coalition Liberals, one Coalition Labourite (Mr. Barnes), 7 Labourites, 6 Asquith Liberals, and one Independent. Altogether the Asquithites put 84 candidates into the Scottish field, and had only 6 successes. Labour met with an equally chilly reception, winning 7 out of the 51 seats contested by its candidates. The Independent candidates numbered 11, and had one victory, in the Western Isles.

Glasgow had more at stake in the election than probably any other city or district in the country. It had been denounced as a hotbed of revolution and rampant Bolshevism, and weird stories were told in the South of the dreadful things that would happen when the Glasgow "rebels" took control of the polling booths. But Glasgow tossed the label to the four winds; Bolsheviks were completely routed; even moderate Labour failed to win the seats it anticipated; and 14 Coalition seats were captured in 15 constituencies.

Mr. Bonar Law's triumph in Central Glasgow was something more than one for the Government; it was personal. It fulfilled his well-known desire to represent the Division in which he spent his business career, and with which he has had close ties since the days of his boyhood.

Most striking, in view of the circumstances, was the victory of Mr. Barnes in the Gorbals Division. Official Labour had disengaged him; John M. Lean, the Bolshevik, who was serving a term in Peterhead Convict Prison, was put in the field; yet he came in gallantly at the top of the poll. Not less noteworthy in another aspect were the defeats of Mr. McKinnon Wood, Asquithian ex-Secretary for Scotland, and Mr. Pringle, the talented but querulous pacifist and obstructionist. It is remarkable that these two gentlemen are now so unpopular that they had to forfeit the £150 deposit as a punishment for unnecessary candidature.

There was never any doubt about the return of Mr. Churchill and Mr. Wilkie for Dundee. Their success is one more proof that the decisive factor in an election is the silent voter, the man (and woman) who takes little or no part in the meetings of candidates, who does not figure in heckling bouts, but who knows the value of his vote, and does not fail to make use of it.

A great deal has been said about the surprise defeat of Mr. Asquith in East Fife. But, in paradox form, it was a surprise that was expected. Many of Mr. Asquith's local supporters foresaw disaster, but failed to convince him of the un wisdom of concentrating his attention on distressed Liberal seats in England. While he was touring in the South, East Fife was singing with enthusiasm of his record as a War Premier. The shortage of munitions in 1915, and the suspicion that Mr. Asquith was disposed to let the Germans lightly down, made foes of many old friends, and led to many Liberal abstentions. In the final phase of the contest the soldiers' vote was no doubt the factor which gave Sir Alexander Scott his victory over the ex-Premier.

AIRPLANE TRAGEDY AT DUNDEE.

It is now permitted to give an account of an aeroplane tragedy which occurred on 20th September on the Tayside of Dundee, when three members of the Royal Air Force were killed and a fourth had a miraculous escape with his life. About half-past six in the evening a large squalane, which carried a number of bombs and a machine gun, was returning to her base after conveying two troop ships on their way to the Murman Coast. A strong south-easterly wind was blowing up the Tay, and the plane was flying with the wind behind her, swooping low over the firth. When opposite the Eastern Wharf she attempted to slew round against the wind and make a bee-line for her base, but in banking she found the wind too strong, and she was driven close to the wharf, almost smashing herself against the masts of a cargo steamer. Making another effort to turn, the wind again caught her, and drove her towards the ss. *Moora*, which was lying against the wharf side. Then the crash came. The left wing of the plane smashed against the cross-tree of the *Moora's* foremast, and a loud explosion followed. Flame shot out from the petrol tank, and the plane fell on to the deck of the ship below. Some anxious minutes followed. One of the wings was entangled with the mast of the ship,

and near it hung one of the bombs from the plane, right above a sea of flame. Two loud explosions came from the body of the plane, and then the crack-crack of the machine-gun.

Dundee Fire Brigade came on the scene, and their work was of a highly dangerous nature. Another bomb had been discovered lying on the deck of the *Moora*, and the flames had almost reached it before the firemen managed to get their hose into play. An attempt was made to take a hose into the centre of the ship, but the mate cried not to go down, bombs were there, and himself made a dash. It appears that the *Moora* was armed against submarines, and some of the bombs were stored in the cabin. To everyone's relief the mate was able to reach the bombs and throw them out of a port-hole into the Tay. The seaplane, of course, was totally destroyed, but a cargo of houses had been removed to safety.

BLAIRGOWRIE RECRUITER OF CHINESE.

See Lieut. Fred. B. Crockett, Chinese Labour Corps, second son of Mr. Robert Crockett, Holly Cottage, Blairgowrie, has been promoted Lieutenant. Lieut. Crockett, who is a chemist by profession, was a missionary dispenser in China when war broke out, and volunteered for active service. He was sent to France in charge of a large detachment of Chinamen for labour purposes, and a few months later was asked to return to China and recruit another large draft, which he successfully accomplished.

OLD COMRADES.

"Recepto dulce mihi furere est amicis." — Horace, II, vii.
What! Varsus; here you're back
I'm glad!
Na, but I'm fidgin' fair:
These times that in the war we had,
We'll live them o'er again!
My comrade in the fight, the fight
Wherever Brutus led!
D'ye mind when I at Philippo
Flung down my shield an' fled?
I saw when Anthony's evil thrust,
Against our flanks impell'd,
Made noble chins imprint the dust
And from the scrimmage fled.
Me Mercury to safety brought
From that dead battle plain;
But you, the tide of battle caught,
And swept you in again!

We march'd through Thrace; on
Syrian soil
Idly in camp we lay,
And sought with wine and flowers
And oil

To break the lingering day.

And here you are return'd at last
To Italy and Rome!

May Fortune all my future blast
But you, we are welcome home!

Come to my arms, come to my house;

We'll spend a festive day,
And, if we do not drink curuse,
May I gang gezeny's aye!

They drank in Thrace—they taught
us just!

By Jove we will not spare,
Now the time serves, to do a bust;

An' where's the harm o'?

It's brav at times to give a loose

From o' that's prim and proper;

Yet at the drinking let's be dour,

Or we may come a cropper!

HUGH HALIBURTON.

THE CHINAMAN AND THE LOTTERY.

ADMISSION: STAND \$1.00
SEATS: 50cts.
LADIES FREE.
MEMBERS' FREE LIST SUSPENDED.

G. GEERARD,
Hon. Secretary.

HONGKONG FOOTBALL SHIELD.

Hongkong, March 7, 1919.

They drank in Thrace—they taught
us just!

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Now the time serves, to do a bust;

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HUGH HALIBURTON.

THE

FRIDAY, MARCH 7, 1913

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JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA ETC.
TO
MARSEILLES & LONDON,
VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

| S.S. | Leave Hong Kong about | Due Marseilles about | Due London about |
|---|-------------------------------|----------------------|------------------|
| "NOIRE" | 14th March | 20th April | 2nd May |
| "NOVARA" | 14th March | 23rd April | 3rd May |
| "NELLORI" | 13th April | 18th May | 27th May |
| Will take same bottom cargo to Rotterdam. | Not available for Passengers. | | |

SINGAPORE AND BOMBAY.

| DILWARA | 14th March | due Bombay about |
|---------|------------|------------------|
| | | 31st March |

SHANGHAI, MOJI, KOBE &c.

| NELLORI | 13th March | Shanghai, Moji and Kobe |
|---------|------------|-------------------------|
| | | |

Wireless on all steamers.
FOR PASSAGE RATES, HAND BOOKS FREIGHTS, &c. apply to—
P. & O. S. N. Co.'s Office.

E. V. D. PARR,
Superintendent.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

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NATAL LINE OF STEAMERS.

KING Line on through Bills of Lading to SOUTH AFRICAN PORTS
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INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE

Sailings from Hongkong.

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THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA.

For JAPAN.

BORNEO MARU..... due on or about 10th Mar.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

FOR NEW YORK

THE Steamship

"BOLTON CASTLE"

will be despatched on or about the 11th March.

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DODWELL & CO., LTD., Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILING FROM HONGKONG SUBJECT TO ALTERATION.

LONDON "CELESTE MARU"..... Sunday, 9th March.
"ALPS MARU"..... Friday, 25th March.

GENOA & BOMEATY Monthly service sailing on through Bills of Lading with transhipment to Genoa.

KOTOKU MARU..... Tuesday, 11th March.

SIAM MARU..... Wednesday, 20th March.

MARSEILLE..... Monthly direct service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN VIA SINGAPORE.

HIMALAYA MARU..... End of March.

BOMBAY, COLOMBO—Regular fortnightly service via Singapore.

KOFUKU MARU..... Tuesday, 11th March.

SIAM MARU..... Thursday, 20th March.

BATAVIA, SAMARAKE, SOUKABAYA—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service via ADELAIDE, LUZON MARU..... End of March.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Regular fortnightly service via intermediate ports in Japan and the Philippines to VICTORIA, VANCOUVER, SEATTLE, TACOMA.

MEXICO MARU..... Friday, 14th Mar., at 3 p.m.

CANADA MARU..... Monday, 17th March.

HAIPHONG—Three months a month service.

TATIKOU MARU..... Wednesday, 12th March.

JAPAN PORTS.

KEELUNG, TAKAO VIA SWATOW, AMOY.

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For sailing dates and further particulars please apply to—

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Telephone Nos. 2374 and 2375.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMER | TO | DATE |
|------------------|-----------|---------------------|------|
| SHANGHAI | KWANGTZE | Mar. 8, at Noon. | |
| SHANGHAI | YINGCHOW | Mar. 8, at 3 p.m. | |
| SWATOW & BANGKOK | LIANGCHOW | Mar. 11, at 10 a.m. | |
| SHANGHAI | KUNICHO | Mar. 11, at Noon. | |
| TIENTSIN | KUNICHO | Mar. 12, at 3 p.m. | |

SHANGHAI LINE—PASSENGERS, MALES and CARGO. Excellent
Saloon accommodation. Amidships Electric Light and Fans in Saloon and Shanghai
Saloon. Regular schedule service between Canton, Hongkong and Shanghai.
Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at
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SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

via NAGASAKI (or Moji), KOBE and YOKOHAMA.

From HONGKONG ARRIVE VANCOUVER.

| | | |
|-------------------|-------------|-------------|
| Empress of Russia | 13th Mar. | 31st March. |
| Empress of Japan | 19th Mar. | 9th April. |
| Empress of Asia | 27th Mar. | 14th April. |
| Monteagle | 5th April. | 29th April. |
| Empress of Russia | 24th April. | 12th May. |
| Empress of Japan | 7th May. | 28th May. |
| Empress of Asia | 22nd May. | 9th June. |
| Monteagle | 10th June. | 4th July. |
| Empress of Russia | 19th June. | 7th July. |
| Empress of Japan | 2nd July. | 23rd July. |
| Empress of Asia | 17th July. | 4th Aug. |
| Monteagle | 14th Aug. | 1st Sept. |
| | 20th Aug. | 13th Sept. |

For particulars regarding passage fares, sailing
and reservation of accommodation, also
timetable of trips and descriptive literature
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PHONE 722.

HONGKONG.

J. W. WALLACE,
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PHONE 12.

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TEL. 1834.

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and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

CAPTAIN LEAVING.

HAIHONG ... | Capt. J. W. Evans ... | FRIDAY, 7th March at 1 p.m.

HAITAN | Capt. A. H. Stewart ... | TUESDAY, 11th March at 1 p.m.

SWATOW & AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—DOUGLAS LAPRAIK & CO.,
General Managers.

PRINCE'S BUILDING, ICE HOUSE STREET.

ESTABLISHMENT OF KAWASAKI
KISEN KAISHA.The steamship company, which
has been repeatedly referred to in our
previous issues as the Daifuku Kisen
Kaisha, has been decided to be re-
named the Kawasaki Kisen Kaisha
with the capital of 120,000,000.The new Company is almost exclu-
sively financed by the Kawasaki
Dockyard Co., as reported previously.and will operate extensively with
a big fleet of merchantmen to be
completed at the Kawasaki Dock-
yard. Business will be started in
the near future with 10 cargo-boats,
each of 9,000-ton class. The new
firm has drawn up a plan to possess
160,000 tons of newly-built vessels
within the coming two years, and the
sizes of the vessels under way will
be of 12,000 tons, 9,000 tons, 6,500
tons, and 2,700 tons. The first ser-
vices to be opened will be the Bon-
bay and North American services.It is reported that an application for
participation in the N.Y.K.-O.S.K.
Freight Conference on the Bon-
bay line has been sent in. The new Com-
pany is starting construction of a
number of passenger-boats, each of
12,000-ton class. Manchuria Daily
News.RECORD FLEET OF STEAMERS AT
DAIREN.On Feb. 18 there were in Dairen
Harbour altogether forty-four steamers—the largest fleet ever witnessed
in the harbour since the Japanese
took over the management of the
Dairen wharves.The O.S.K. s.s. Andes (7,772 tons),
which brought American-made loco-
motives, and the N.Y.K. s.s. Sansei
Maru were the largest.Every port along the quays was
occupied, and there were besides a
good number of ships in the roads,
waiting for their turns to be berthed.According to a Wharf Office official,
up to a few years ago the monthly totals
arrivals at Dairen used to be about 200 at most. Last
year the figures remarkably increased
to about 200 on an average. During

FRIDAY, MARCH 7, 1919.

THE CHINA MAIL.

SHIPPING

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UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

| Steamers | Leave Hongkong about | Due MARSEILLES about | Due LONDON about |
|----------|----------------------|----------------------|------------------|
| NORE | 11th March | 20th April | 2nd May |
| NOVARA | 14th March | 23rd April | 3rd May |
| NELLORE | 12th April | 18th May | 27th May |

*Will take some bottom cargo to Rotterdam. Not available for Passengers.

| TO BOMBAY via STRAITS & COLOMBO. | | |
|----------------------------------|---------------------|------------------|
| S.S. | From Hongkong about | due Bombay about |
| DILWARA | 14th March. | 31st March |

| TO SHANGHAI, MOJI, KOBE AND YOKOHAMA. | | |
|---------------------------------------|----------------------|-------------------------|
| S.S. | Leave Hongkong about | Shanghai, Moji and Kobe |
| NELLORE | 13th March | |

Tickets Interchangeable with B.I.S.N. Coy. between ports, common to both Companies. P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company. Passengers may travel B.I. Company between Singapore and Calcutta or Madras in lieu of the section F. & O. Ticket Singapore to Calombo. WIRELESS TELEGRAPHY FILTER ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp. Instruments and Sailing Charts are liable to be altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs Goddard and Douglas at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

*For further information, Please refer to Freight, Handbook, Dates of Sailings etc., apply to:

E. V. D. PARRE,
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(JAPAN MAIL S. S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
DESTINATION STEAMER & DISPLACEMENT SAILING DATESShanghai, Kobe & [SMIDZOKA MARI, 12,500 tons
WED., 19th Mar., at 11 a.m.

Yokohama [ASHI MARI, 12,300 tons FRI., 28th Mar., at 11 a.m.

Nagasaki, Kobe & [NELLORE MARI, 9,600 tons MON., 31st Mar., at 11 a.m.

Yokohama [ASHI MARI, 9,600 tons SAT., 8th March.

Shanghai & Kobe [BENTON MARI, 8,050 tons SAT., 8th March.

London or Liverpool via [KITANO MARI, 15,950 tons
Singapore, Malacca, Penang, FRIDAY, 7th March, at Noon.

Colombo, Suez & Port Said. [INABA MARI, 12,600 tons SATURDAY, 22nd Mar., at 11 a.m.

Melbourne via Manila Zamboanga, Thursday 1st, Townsville, Brisbane, & Sydney [TANGO MARI, 13,750 tons
WED., 26th March, at 11 a.m.New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal [YOKO MARI, 13,750 tons
FRI., 7th March, at 11 a.m.Bombay via Singapore, Malacca, & Colombo [YUBARI MARI, 8,000 tons
FRI., 7th March, at 11 a.m.Calcutta via Singapore, Penang & Rangoon [AKITA MARI, 8,000 tons
WED., 12th March at 11 a.m.

Omitting Shanghai and/or Moji [WIRELESS TELEGRAPHY.

HONGKONG-VICTORIA B.C.-SEATTLE VIA MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, & YOKOHAMA.

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tons displacement.

Next sailing from Hongkong:

"Fushimi Maru," SATURDAY, 22nd Mar., at 11 a.m.

"Suwa Maru," MONDAY, 6th May, at 11 a.m.

Omitting Manila Eastbound.

For further information apply to:

NIPPON YUSEN KAISHA,

S. YASUDA, Manager.

Telephone 292 & 293.

E. H. HING & CO., LTD.

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Estimated furnished on application.

Hongkong, April 1, 1919.

WONG PING WA, Manager.

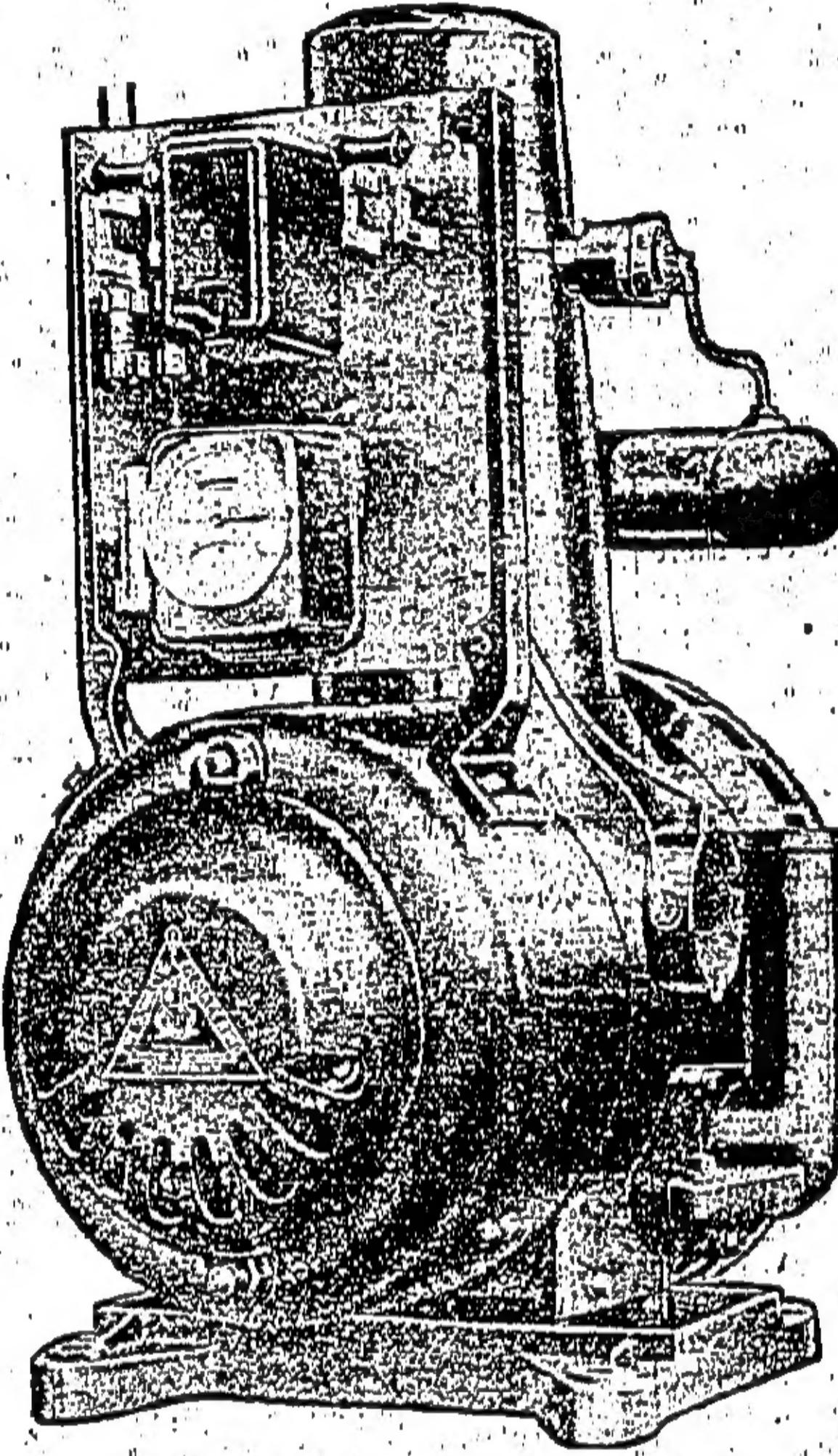
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| DESTINATION. | VEHICLE'S NAME | FOR FREIGHT APPLIED TO | TO BE DISPATCHED |
|--|---------------------|-------------------------------|--------------------------|
| Liverpool via Spore, Pang & Cbo &c. | Kitano Maru | Nippon Yusen Kaisha | On 6th March. |
| San Francisco via Shanghai, Japan &c. | Perla Maru | Toyo Kisen Kaisha | On 1st April. |
| San Francisco via Shanghai, Japan &c. | Tenyo Maru | Pacific Mail S.S. Co. | On 3rd May. |
| San Francisco via Shanghai, Japan &c. | Yukikaze | China Mail Co., Ltd. | On 26th April. |
| San Francisco via Shanghai, Japan &c. | Chin Maru | China Mail S.S. Co., Ltd. | On 27th April. |
| New York | Bokor Castle | Dodwell & Co., Ltd. | On 1st May. |
| Victoria B.C. & Seattle via Shal &c. | Fushimi Maru | Nippon Yusen Kaisha | On 12th May. |
| Vancouver via Shanghai, Japan &c. | Mexico Maru | Empress of Russia | On 17th May. |
| Vancouver via Shanghai, Japan &c. | Impress of Japan | Canadian O.S. Ltd. | On 18th May. |
| Sydney & Melbourne | Luzon Maru | Osaka Shosen Kaisha | On 19th May. |
| Australian Ports via Manila | Tango Maru | Toyo Kisen Kaisha | Middle of March. |
| Australian Ports via Japan | Ayu Maru | Nippon Yusen Kaisha | On 28th Mar., at 11 a.m. |
| Australian Ports via Japan | Seijo Maru | Toyo Kisen Kaisha | On 21st March. |
| Japan | Borneo Maru | Borneo & Co., Ltd. | On 7th May. |
| Shanghai | Shanghai | Butterfield & Swire | On 10th March. |
| Shanghai | Yingchow | Butterfield & Swire | On 9th Mar., at 3 p.m. |
| Shanghai Moji & Kobe | Sinkiang | P. & O. S. N. Co. | On 11th Mar., at Noon. |
| Shanghai, Kobe & Yokohama | Wellington | Jardine, Matheson & Co., Ltd. | On 12th Mar., at 11 a.m. |
| Sandakan | Malaya Maru | Nippon Yusen Kaisha | On 13th Mar., at Noon. |
| Tientsin | Huichow | Butterfield & Swire | On 14th Mar., at 3 p.m. |
| Kedung via Swatow and Amoy | Kulu Maru | Osaka Shosen Kaisha | On 15th Mar., at 9 a.m. |
| Amoy via Swatow and Amoy | Shih Shu Miu | Douglas Lapraik & Co. | On 16th Mar., at 1 p.m. |
| Amoy & Ningpo | Haitan | Jardine, Matheson & Co., Ltd. | On 17th Mar., at 3 p.m. |
| Manila | Yuensang | Nippon Yusen Kaisha | On 18th Mar., at 11 a.m. |
| Singapore, Hangson & Calcutta | Atikko Maru | Toyo Kisen Kaisha | On 19th Mar., at 10 a.m. |
| Nagasaki, Kobe & Yokohama | Ii-nghow | P. & O. S. N. Co. | On 12th April. |
| Swatow & Bangkok | Nelloro | Cook, Shoen Kaisha | End of March. |
| Penang, Colombo & Port Said | Himalaya Maru | Nippon Yusen Kaisha | On 7th Mar., at 11 a.m. |
| Mauritius, Delagoa Bay, Durban | Osaka Shosen Kaisha | | |
| Bombay, via Singapore, Malacca & Colombo | Yubari Maru | Nippon Yusen Kaisha | |

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HONGKONG TO SAN FRANCISCO,

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The Sunshine Belt.

The most comfortable route to America and Europe.

Sailings from Hongkong at Noon.

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S.S. "ECUADOR" WEDNESDAY, April 2nd.

S.S. "COLOMBIA" WEDNESDAY, May 1st.

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JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

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S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays 3 p.m.).
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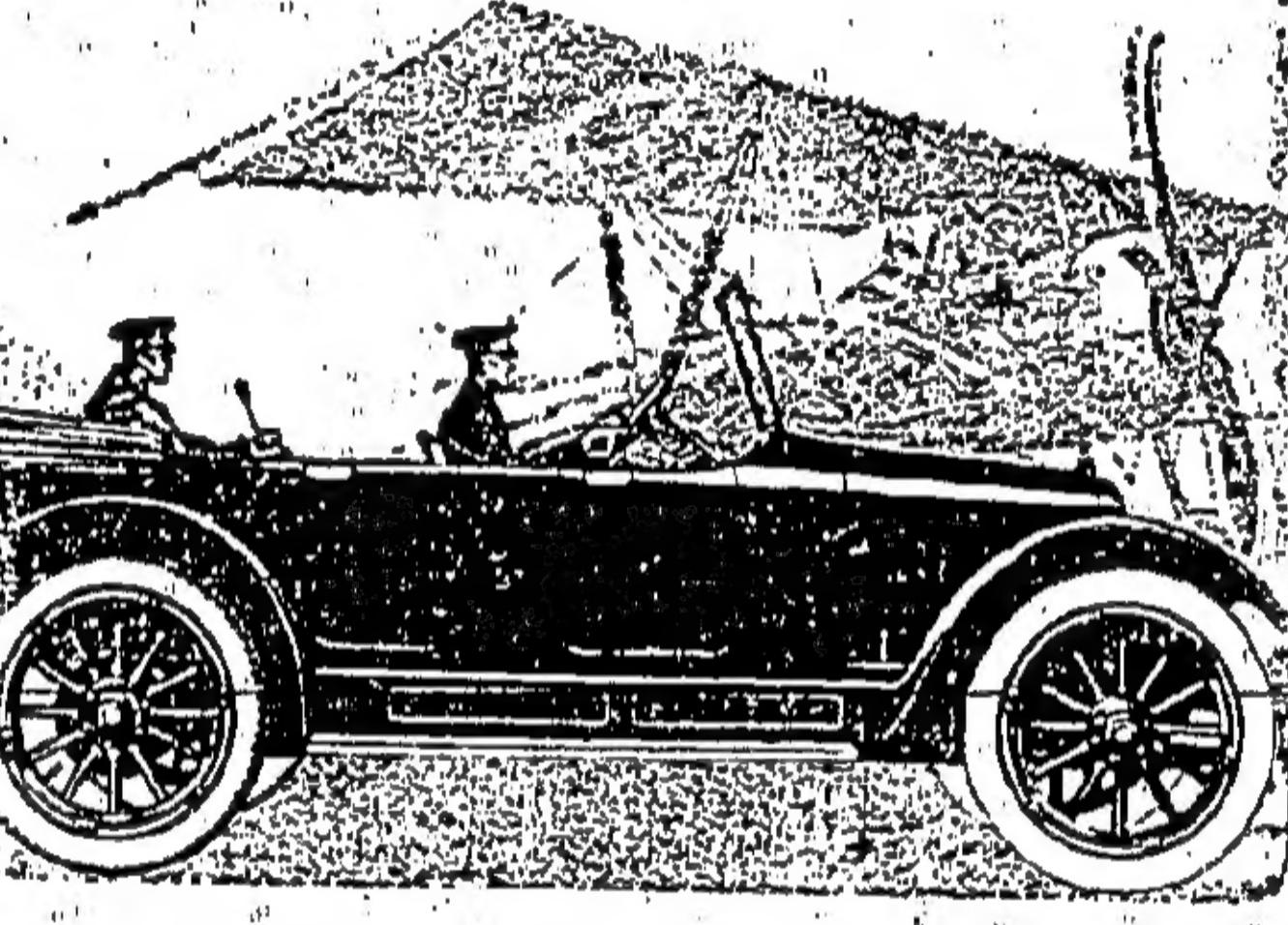
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CHINA'S MODEL ARMY.

Increasing prominence is being achieved by the Chinese National Defence Army. General Tuan Chi-jui, the late Premier of China, is given credit for being the promoter of this enterprise, but the fact that it is being promoted with Japanese money inevitably leads to the conclusion that it will be under Japanese control and direction, whatever camouflage may be used to conceal the fact. Southern politicians speak of it as a Japanese army, and it cannot be denied that Japan's efforts in the way of planting military advisers on China and getting arms contracts supply grounds for this attitude. The *Osaka Asahi*, while laying emphasis rather on other objectionable aspects of the case, regards the abolition of the Army of National Defence as a necessary preliminary to re-establishing belief in Japan's bona fides with regard to China.

We learn from a Peking dispatch to the *Mainichi* that both Britain and America are in favour of the abolition of the National Defence Army now in process of formation in China, but President Hsu is not in a hurry to fall in line with the British and American views, which coincide with those of the Southerners on the matter. The Chinese President is credited by the Peking message with the statement that he was fully cognisant of the necessity of effecting a reform of the Chinese army, but that he could not agree to the abolition of the National Defence Army. His opposition is based upon the apprehension that, bereft of this Army, the Government will be helpless to subdue any disturbances that may be created by the provincial Military Governors when the local military leaders are deprived of the administrative power hitherto possessed by them as a result of administrative reform.

In connection with this question the *Osaka Asahi* raises a strong voice in favour of the abolition of the National Army now being formed in China. In the opinion of the *Osaka* journal a sufficient display of sincerity on the part of Japan towards China is the thing most required in the present circumstances, and in order to give effect to Japan's sincere feeling towards her neighbour it is important that she should make earnest efforts to bring about its abolition. The National Defence Army question says the *Asahi* is the cynosure of Chinese political circles. The Southern politicians and publicists who are irrevocably opposed to the scheme are very loud in their complaints that the Northern militarists are bent upon the formation of such an Army at the present time when the European conflict has come to an end and peace is dawning upon the world. The question is, indeed, assuming such important proportions that its abolition constitutes in the eyes of some Southern leaders, notably Dr. Tang Shao-ying, an essential preliminary to the conclusion of peace between North and South.

In explanation of the nature of the National Defence Army the *Osaka* journal says that so far as its formation goes, it is an army which is being formed under the leadership of General Tuan Chi-jui, the ex-Premier of China, with the loans raised by that country in connection with his participation in the war. Now that the European war is nearly ended it is inevitable that the continuation of this project should create suspicion in some minds that General Tuan has an eye to converting the new Army into private troops, or that he intends to make himself leader of the national troops in case the system of Provincial Military Governors (Tuchuns) is abolished. Whatever may be the true motive of the ex-Premier for pushing on with the project in spite of the cessation of hostilities in Europe and elsewhere, the ambiguity of this object is enough to create misgivings and misunderstanding in Southern minds. This situation is taken advantage of by American newspapers in China, which are disseminating absurd canards that the formation of the National Defence Army is strongly supported by Japan, who is actuated by the motive of provoking domestic disturbances in China with it when the proposed compromise between North and South fails through; that Japan has always been averse to a unification of the republic, and that by encouraging the formation of the Army she intends finally to take over the military control of China. It is even alleged by these papers that Japan's idea is to militarise China with a view to waging a racial war against the whites.

It is no new thing, continues *Asahi*, for Americans in China to engage in anti-Japanese propaganda of this sort and although no serious importance need be attached to the ridiculous fabrications set afoot by them in connection with the question, yet it must be admitted that Japan's participation in the organisation of the Army in question, is an open secret. The advance to China of loans for the purpose was admitted by the Foreign Minister in the Diet, though it is true that it did not disclose their details on the plea of secrecy. This fact, coupled with the wild rumours started by those hostile to Japan, has had the effect of intensifying the suspicion of the correctness of the contention between Japan and the Northern militarists. In these circumstances

AEROPLANES FOR CHINA.

One of the many changes we may see in the East hereafter will undoubtedly occur when the aeroplane arrives; the carriage of mail and passengers must eventually come to be an everyday matter.

During the war the aeroplane proved its great usefulness by carrying hostilities to a most bitter extreme, one country against another. Now that Germany has received the *coup de grace*, and the war ended, the aeroplane will become a useful factor in the commercial enterprises of the future.

In Europe, the question of arranging an aerial service connecting countries and continents, is under the consideration of the various governments. Experiments are taking place and a general advancement made on all subjects. Routes have been mapped out, and aerial stations are in the process of construction. Mail services in some instances are already in vogue. International passenger services we may expect to be established during the course of the next few years. This means of travel, evidently, will receive the approval of all classes. Just imagine people of Shanghai sounding our week-ends in London. A few years back this would have seemed an impossibility but how!

Up to the present we have not heard of any general movement under consideration in Shanghai for the purpose of floating an Asial Business Combine though the difficulties of such an undertaking are not so vast as they at first appear to be. First-hand experience and information can easily be imported from Europe and contracts could be obtained from the Chinese Government for the carriage of mail. Passenger services would be opened up with the various important centres of China. The establishing of aerial stations would not be a difficult matter, when once we had the materials for construction. Also it is to be expected that such a company would receive financial assistance from the Government of China.

An aerial company that is floated now must eventually become a most profitable concern. Once an agreement has been entered into with the Chinese Government concerning the question of sole rights of operation, etc., it is going to be a hard task for any kind of active opposition to set in from outside spheres. We can conclude that first in the field will eventually control all flying interests in China.

We wonder who this is going to be? shall Japan reap the benefit by first appearing, or can we expect to see a company formed by the representatives of commercial finance in China?

We would anticipate that shipping companies of the China Coast would be interested in a proposed scheme for the laying down of plans for aerial development in China. Think what a splendid proposition the Shipping Aerial Combine would be. A company operating both aerial liners and sea-going commerce could at once command a far larger field than if confined to sea interests alone. The loss of freight, passengers and mail contracts and the source of revenue to be derived from this would only be diverted back to the company from another quarter.

Despite the evil of mystery which at present surrounds the aeroplane, there can be but little doubt that within ten years' time it will be used for commercial purposes all over the American and European continents.

Eventually these conditions must arrive in China. The Aerial Combine would then begin to reap the benefit of an early far-sighted business management. G. B. Leete: in *Shipping and Engineering*.

MELBOURNE LAND TAX BRANCH.

According to a statement volunteered by Alexander Hampton, who was formerly in charge of the Central Land Tax branch of the Federal Taxation Department, a most serious condition of disorganisation and chaos exist in that department. Hampton has resigned his position because several complaints made by him regarding the position of affairs were practically disregarded by his seniors, and when he made confidential reports to his seniors regarding the work of the men under him the substance of those reports was known all through the office within a few hours. Early in December, Hampton found upon his desk a copy of a journal entitled "Aubrey". The foreword on the third page declared: "This journal is not intended for honest criticism, but for impetuous assault on all forms of discipline, and is administered by wowers, decrepits, and imbeciles." When it was known that Hampton had a copy of this journal a considerable number of members of the staff held a stop-work meeting and declared that if any action was taken against the men whose names were mentioned in the journal, they would go on strike.

It is no new thing, continues *Asahi*, for Americans in China to engage in anti-Japanese propaganda of this sort and although no serious importance need be attached to the ridiculous fabrications set afoot by them in connection with the question, yet it must be admitted that Japan's participation in the organisation of the Army in question, is an open secret. The advance to China of loans for the purpose was admitted by the Foreign Minister in the Diet, though it is true that it did not disclose their details on the plea of secrecy. This fact, coupled with the wild rumours started by those hostile to Japan, has had the effect of intensifying the suspicion of the correctness of the contention between Japan and the Northern militarists. In these circumstances

BEST MEDICINE MADE.

The *Asahi* suggests that the Japanese Government should suspend further advances of loans to China which may go to the formation of the scheme of organising the Army, so that China may be forced to drop the project.

BOLSHEVIK AND MENSHEVIK.

So many and frequent are the inquiries one hears on all sides as to the origin and significance of the words "Bolshevik" and "Menshevik" that it may be useful to throw some light on the subject.

There are two authoritative explanations, both of which are probably accurate, one by Dr. H. F. Wright and the other by Mr. J. V. McAlister.

The former recalls that in 1903, at the second conference of the Russian Social Democratic party, when the methods to be adopted in regard to revolutionary activity were under discussion, a sharp line of cleavage made itself evident. When voting took place there was naturally a majority (Bolshevists) and a minority (Mensheviks). From that moment the groups were called "Bolsheviks" and "Mensheviks".

Mr. McAlister goes further and contends that the names indicate policies as well as relative numbers. The Bolsheviks were known at the 1903 Conference, he says, "by that name, because they were the whole hoggers of Socialism, the name meaning 'the biggest' for those who go in for the 'biggest things'." The minority were the moderates, or "thin-end-of-the-wedge" party, hence styled "Mensheviks"—that is, "the smaller" or "those who go in for the smaller things."

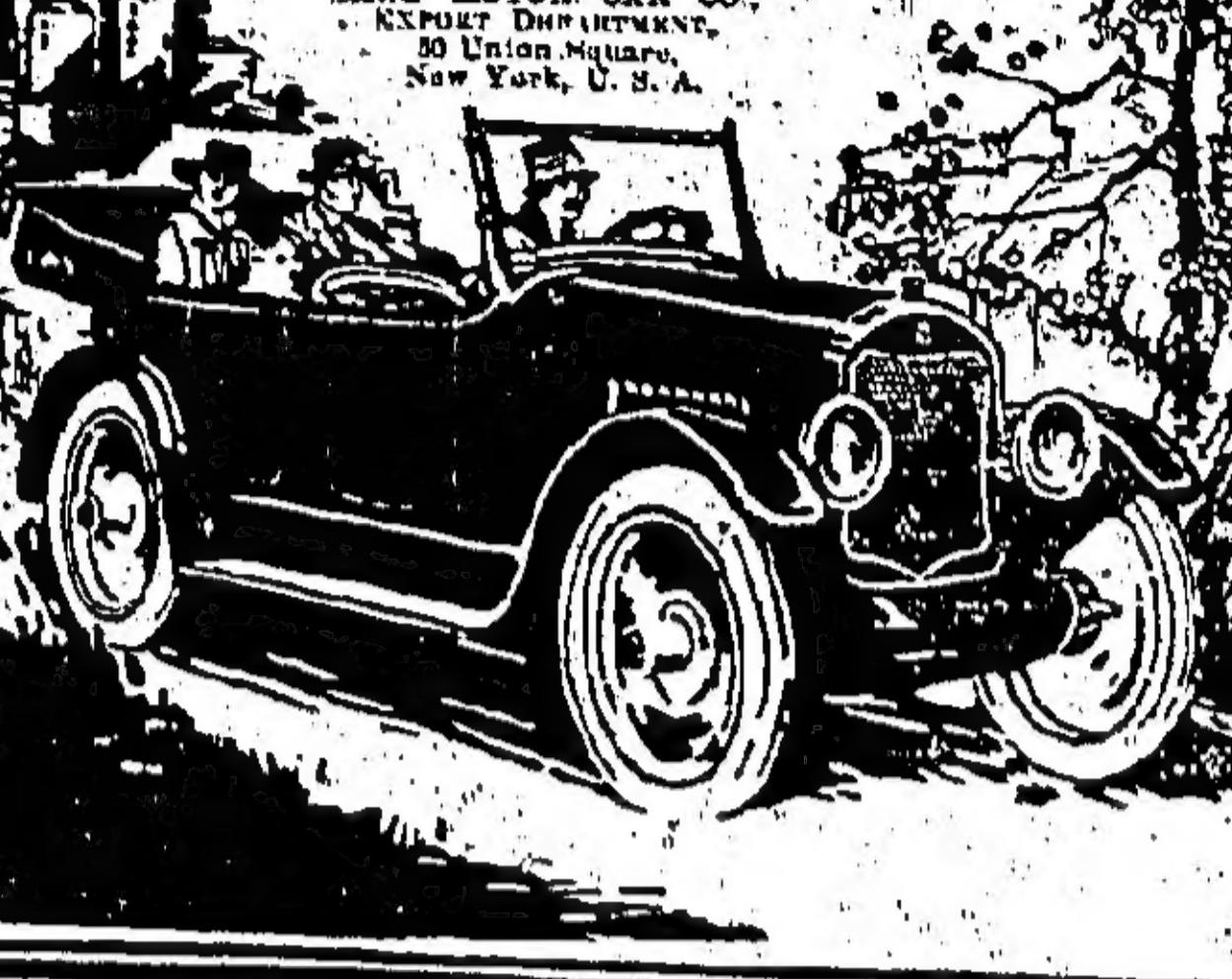
The colloquial meanings of the word "Bolshevik" are as various as those of the word "Jacobin". 120 years ago, a word which then signified anyone from a cutthroat to a Whig with timid Liberal sympathies.

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